

Docks.

PORT OF AMoy.

SHIP OWNERS, AGENTS, and COM-
MANDERS are informed that the DOCK
COMPANY'S ESTABLISHMENTS at the
Port afford every facility, at moderate charges,
for
REPAIRING AND SPARRING VESSELS
AND
OLEANING AND PAINTING IRON
SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK,
Has 985 feet length on the blocks, and at
average spring tides can receive Vessels of 16 to
17 feet draught. It has a
CAISSON GATE, and POWERFUL CENTRIFUGAL
STEAM-PUMP.

And an Engineers' workshop fitted with Lathes
and Tools, driven by steam, fitted and Built
Foundries, Boiler-makers shop, a large Smithy,
and Carpenters' and cabinet-makers' shop. All
superintended by resident Europeans.

Their two smaller GRANITE DOCKS can
receive, at spring tides, Vessels drawing 12 feet.
Spars, Timber, and other Dock-yard material
kept in stock.

Quarters for Officers, and a DRY GODOWN
or STORES, of Vessels under repair.
23rd Amoy, December, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above grain floored DOCK, of the
following Dimensions:—Length, 300
feet, breadth at bottom 40 feet, is capable of
receiving Vessels drawing 12 to 16 feet, as the
water of the Tides will allow. The Dock runs
into the Blocks and is pumped out by Steam.

The above premises comprise a large Machine
Shop, containing 12
GAR LATHES,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c.

LARGE STOCKS OF CARGO, &c., &c. A large
Stock of Woods, Metal, &c., always on hand.
The Dock Steam Pumping is available at
all times to tow vessels to or from Sea, at current
rates, on application to

J. S. LAMONT,
Superintendent.

The list of Charges for lighting or remov-
ing vessels can be obtained from

Messrs. NORTON, ELLAY & CO., HUNAKANG.

No. 576, LANE, CANTWORTH & CO., Shanghai,

May 3.

NOW READY.

BOUND VOLUMES of the TRADE RE-
PORT for the year 1870. Price \$10.
Appliy at the Daily Press Office.

Hongkong, 1st February, 1871.

DEATH.

At Foochow, China, September 27th, HELEN
VAN CORTLANDT KING, wife of David King,
Jr., and daughter of Richard L. Morris, Jr.,
of Pelham, West Chester Co., New York.

The delivery of the Daily Press from this office com-
menced on Wednesday morning at 10.10, and the last
newspaper left the office at 10.25.

The Daily Press

HONGKONG, OCTOBER 5TH, 1871.

So many subjects requiring immediate notice have of late arisen, that we have been compelled to postpone the detailed comments on the recent public meeting, which the importance of the subject demands. The loud and unanimous protest against the inefficiency of the Police Force contained two or three elements which well deserve study.

There can be little doubt that it was primarily the natural result of the condition of the Force, but it was also in great part, a reaction in the public mind against the great dogma of Irresponsibility which has been propounded with more and more assurance ever since Sir RICHARD MACDONELL's departure from the Colony. While the Governor was here, he was so evidently the responsible Head of all Departments, that even the SECRETARY OF STATE was rarely made the scapegoat for his sins, and if he explained them unsatisfactorily, he at all events took the full onus of, as well as all possible credit for, every measure adopted by this Government. Since his departure, the screw of Irresponsibility has been gradually tightened, until when Sir RICHARD was expected to return in a few weeks, the climax was reached, the screw was pressed as far as it would go, the SECRETARY OF STATE and Sir RICHARD were referred to all occasions, even the smallest questions of finance, and otherwise, and the thing was as usual overdone. The public resented this shifting of responsibility to shoulders which they could not reach, and they simply broke the thread of the screw and saddled responsibility on the first and broadest shoulders they came across. These

turned out to be Mr. DEANE, and it chanced that the case was a good one, and the saddle justly placed, inasmuch as the Police Force was almost hopelessly bad, and since Mr. DEANE's return had become worse than ever. Still, in the natural outburst of pent-up sadness, the public perhaps attached more blame to Mr. DEANE than under the circumstances he fully deserved. In their haste to attach responsibility to some one, they forgot that it ought to be attached to more than one, that though heavy was the fault of Mr. DEANE—for incapacity is an unpardonable fault—heavier still perhaps, and at least quite as heavy, was the blame due to the Government, both for the actual materials of the Force, which are bad, and for the conditions under which it works, which are monstrous.

The duality of authority in Police matters was pointed out by Mr. FRANCIS at the late Public Meeting. The plenitude of that authority has been frequently referred to by the CHIEF JUSTICE in the Legislative Council and upon the bench. The existence of an imperium in imperio, the phrase which Mr. SMALE uses to designate this extraordinary state of affairs, is a fact obviously and utterly subversive of all possibility of the proper working of Police matters here. That is one point, and another equally important one was made by Mr. HAYLLAN at the same Meeting, and has frequently been remarked on in these columns. That point is the uselessness of the most repressive punishments unless criminals may be tried without the necessity of bringing home to them a particular crime, the particular crime charged. Mr. HAYLLAN showed the absurdity of this arrangement by the fact that it no longer exists even at home, where the criminal classes far more easily kept in check than they can possibly be here.

In England, an habitual criminal, one who has been twice convicted, may be brought up on no other charge than that he does not get his living honestly. And why, it may be asked, have we no such power in Hongkong, the hot-bed of criminals selected from the most ruffianly classes of the entire Kwangtung province? Why have we no such power in Hongkong, where the Chinese are to us as

40 to 1, where the criminals form a large proportion of the native population, where crime is notoriously hushed up by induction and corruption, where we cannot catch the man who knocks down our public officers, even by offering a handsome reward for their conviction? These are questions which probably cannot be answered, certainly cannot be answered satisfactorily. That habitual criminals should be kept in check at home by measures which, used by Englishmen against Englishmen, go very much against the grain of the Constitution, and that these measures should not be applied to men who are not English, and who have no idea of, and no care for, one single principle of the Constitution which we carefully construe for their protection, is an anomaly for which one may search the whole British dominions, and fail to find until this little island be passed in review during the search. In India, we govern our own subjects, and there at least one would fancy, if this glorious Constitution is adapted to the government of Asiatics at all, we should adhere to every letter of it, and teach the people something of the freedom which they never knew apart from the influence. But in India, men have learned wisdom by experience, and instead of trusting to a worn-out cry, "The Constitution for the coolie as well as for the merchant," have been listening to the story-teller, until he was late to go home.

Sixth defendant said he was a shoe-binder in Wellington-street, he saw a number of persons listening to a story-teller, and he went to sleep. Second and third defendants were street-coolies, belonging to a coolie-house in Thripuram, and had a similar experience.

First defendant said he was not found by his father, he was not found him, and he had no means, he wanted to go to his native place Sun-puram.

Fifth defendant was a hawker, he was too

late to go home.

Sixth defendant said he was a boatman, the boat he belonged to, had gone to Kowloon.

Seventh defendant, in his statement

said he had not money, gambling in the public streets, and was afraid to go home.

First, second, third, fifth and seventh defendants were found to have correctly accounted for themselves, were fined 10 cents each, in default, six hours' imprisonment. Fourth defendant to have boat hire paid his native place (50 cents). Sixth defendant remained until the 6th instant.

INSINUATIONS.

The following is what we may shortly expect as the report of a question and answer in the House of Commons:

MR. MAGIE wished to put a question to the First Lord of the Treasury, of which he had given him private notice. It was whether a certain statement made in an evening paper was correct. The reader of that journal was told that the Foreign Minister had given the Queen's Government, in one of the most important of the Colonies, the command of an army which would not be fit to rule farther than the Ganges.

Mr. Gladstone.—"A few moments ago he wrote to me that he had not found him, and he had no means, he wanted to go to his native place Sun-puram.

Mr. Gladstone.—"I do not quite understand you. Will you kindly tell it again?"

Mr. Gladstone.—"May I ask a question? Is my statement that the Prime Minister is favourable to the scheme?"

MR. MAGIE.—"No; but there is a statement in a newspaper to that effect."

MR. GLADSTONE.—"Oh! A statement in a newspaper! With regard to this charge, and it is nothing less than a charge, although I am not called upon to reply, here, still, I have never, and I do not intend to, make any statement."

Mr. Gladstone.—"The question have been asked if it was necessary in Downing Street?"

Mr. Gladstone.—"I have been given to understand that the Foreign Minister had given the Queen's Government, in one of the most important of the Colonies, the command of an army which would not be fit to rule farther than the Ganges."

Mr. Gladstone.—"That is the statement in the paper, and it is desirable that it should be contradicted."

Mr. Gladstone.—"But why make such a statement here?"

MR. CHANCELLOR OF THE EXCHEQUER.—It will be best to find out the writer of the statement, and let the person be prosecuted. The course adopted by the hon. member cannot be approved."

Mr. Gladstone.—"I only stated that there was an newspaper report."

THE SPEAKER.—"If you please, we will drop the subject."

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Extracts.

A. Statling's Story.

We (Madam) have received an account of the arrival at Aden of the screw steamer *Vizier*, under somewhat exceptional circumstances. She is a screw steamer of 1,051 tons register, plying between Aden and London, via the Suez Canal, with cargo and passengers. She left Madras on the evening of the 15th of May, having been then eight days out from Calcutta. It was the intention of the captain to sail direct to Suez, and so reach New York, but a heavy gale happened during the first fortnight following her departure from Madras. Her speed was unusually slow, seldom exceeding 75 knots an hour, and the days' run did not average more than 170 miles. On the morning of the 1st of June the *Cape* was weathered, and the head of the vessel was pointed direct for Aden, the distance to run being then about 380 miles. On the afternoon of the same day two vessels passed her by—one to the north and another to the south.

On the 2nd of June the discovery was made that the vessel was completely out of coal. Our correspondent expresses surprise that with the fuel thus exhausted a steamer which could easily have given the necessary supply was allowed to pass within half an hour of the time of the *Vizier's* arrival. The only inference we can only draw is that the officers of the ship did not know that the vessel was entirely bereft of coal.

The residents of Aden are quite aware of the dangerous character of the *Vizier*, who inhabit the neighbouring ports, and it is prohibited for any European to go outside the cantonments by the order of the Sultan.

It would seem if it were still not impossible for Anglo-Indians, however hard or out-ward bound, to become the heroes of thrilling adventures or hairbreadth escapes, in treading the well worn overland route.

which brought a pencil note scribbled on a scrap of paper containing these tidings, arrived, very singularly, within half an hour of the appearance of the boat carrying the coal. It is doubtful and been attributed to the crew of the warship sent by the Sultan, who would have been disposed to do so in the interest of the store.

Merchandise with average accepted at current rates.

1. SAILING VESSELS.

OVERLAND HAILEAD.

Risks Free of Particular average accepted from SAN FRANCISCO to any city in the UNITED STATES not south of ST. LOUIS, by RAIL, at our half per cent.

RUSSELL & CO., Agents.

Hongkong and Shanghai.

COPAGNIE LYONNAISE D'ASSURANCES MARITIMES.

Société anonyme à capital de 6,000,000 francs sans dividende.

THIS COMPANY being associated for purposes of Marine Insurance in the Far East, with the CIE FRANCAISE.

LLOYD FRANCAIS, Capital of 6,000,000 francs.

OFFICE TO THE ASSURED OF THE SECURITY OF A COLLECTIVE.

CAPITAL OF 17,000,000 francs.

Assurance established, and Policies made available in Lyons, Paris, London, Marseilles, Calcutta, Bombay, Yokohama, Hongkong and Shanghai.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

In addition to usual brokerage, this Association returns to the assured Twenty per cent. of its yearly profits, divided pro rata to the net premium contributed.

RUSSELL & CO., Secretaries.

1869 Hongkong, 1st January, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks at current rates.

RUSSELL & CO., Ofc. 1022 Hongkong, 1st April, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz.—

Not exceeding 1 month, 1/4 of the annual rate.

Above 1 month, 1/4 do. do. do.

Above 3 months, 1/4 do. do. do.

Not exceeding 6 months, 1/4 do. do. do.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THIS Company grants Policies on Marine Risks at the established local Rates, to all parts of the World.

In addition to the usual brokerage, thirty per cent. (30%) of the Profits will be returned to the Assured.

OFFICES to all countries of business, whether Shareholders or not, rateable in proportion to the amount of Net Premium contributed.

No Policy Fees charged.

W.H. PUSTAU & CO., Agents.

MARSHAL & CIRCUIT.—Before Mr. Justice HANNAN.

EUCHON V. EASTBY AND OTHERS.

This was an action of some considerable importance as relating to the management of Trade Unions.

Mr. Sergeant O'Brien, Mr. Kempsey, and Mr. Beale, appeared for the plaintiffs; Mr. Digby Smyth, Q.C., Mr. Wedderburn, and Mr. Wilberforce, for the defendants.

The declaration was for conspiring to get the plaintiff turned out of his employment.

The plaintiff had been in the employment of Messrs. Boutson and Son, for a fortnight's supply, and it was agreed that he should receive one day's pay.

The plaintiff was quickly drifting out of the track, and it was evident that he would soon be reduced to the alternative, if not previously relieved, of anchoring on the lee shore of Ambia, or of sailing back to Bombay. Against the possibility of the latter alternative was the fact that while it would take some six weeks to sail to Bombay, there were only provisions on board, on the broad ocean, for a fortnight's supply, and only water for one day.

In this emergency, it was resolved to make for the coast of Arabia, and anchor there, and in the meantime, to try and establish communication with Aden. In the first place, however, every endeavour was made to lessen the distance by making the most of the fuel left on board. Everything in the shape of wood was cut up and thrown into the furnaces. On the afternoon of the 4th the distance between the ship and Aden was about 45 miles, and the fuel had been expended, and the distance of the shore on the ice how was not less than 50 miles; and the ship was a long distance off from the track of other vessels.

The situation had now become critical to the understanding of everybody on board. The ship was a mere log on the water, drifting with the current towards an inhospitable shore. Every body was on rations, and only one passenger for the maintenance of discipline. Numerous efforts were put out to prevent the vessel from drifting on the Arabian coast, began to circulate among the crew and passengers. The nervousness of the responsible officer of the ship began to appear.

At this stage the progress of the vessel towards the coast was so slow, and matters were becoming so urgent, that the captain fitted up a boat to sail to Aden. The chief officer took charge of this, with a crew of ten men, and one man to act as cook, and charwoman for the relief of the ship which he might find fast on arriving at the port. The sea was high on the afternoon of the 4th, when the boat started, and in the night blew two heavy gales. Many hearts beat anxiously for the fate of the small craft which had been entrusted to the mercy of such weather. Nothing happened on the next day. On the evening of the 6th the vessel came to anchor off the shore, about 165 miles from Aden, the nation of the ship having been regarded as her destination.

On the morning of the 7th a small expedition was organised for reconnoitring the shore, with a view if possible to obtain water, or at least firewood. The captain and one or two passengers went ashore with two boat's crews, about every other man had a rifle or revolver, and they might be said, to be in a state of semi-panic.

The party had not advanced more than a quarter of a mile from the shore, when a number of Arabs approached from behind the bushes. Not a trace of their presence had been observable from the ship. Each of them had a matchlock in his hand, besides the ordinary knives peculiar to the race. The arrival of the boats had evidently been expected. Captain Milne, with great coolness, immediately hauled up rifle, and fired a shot, which advanced unerringly into the middle of the Arab group. This judicious conduct probably averted immediate hostilities. The Arabs at once contended themselves with keeping their matches alight, and talking in an in intelligible language with the captain. A little nothing could be made out of this, except that the Arabs refused to sell water, or give any other assistance, the party drew up, and while keeping well together, moved back to the boat.

A diversion had already taken place in the boats, a group of fifty armed Arabs having suddenly come down upon them in a threatening manner. The men in charge of the boats immediately pushed off from the land, and waited in hot summer till the party had rejoined them, when everybody re-embarked without further molestation. Before leaving for the ship the captain was a second time called to the deck, and it was then discovered that he had talked with his before. As far as could be made out the personage wished the captain to come to the next day and eat more wood. The manner of the natives was towards the last so conciliatory that many of the party really believed them to be friendly. This feeling was carried so far that the ship's doctor, Mr. Matthews, suddenly announced his intention of walking along the coast to Aden. His plan was adopted by another, and the second steward of the ship, and by the command of the captain. The captain gave his consent, and then four started at once on their walk of 164 miles along the burning sand, with nothing to eat and drink but a few biscuits and a bottle of water each, and with no arms on them but one rifle and three small revolvers. This was on the evening of the 7th.

An inspection that day of the resources on board the *Vizier* showed that all was not well, and absolutely no fuel for heating or cooking.

The actual supply of wood on the previous day was hardly enough to heat the water in the boiler.

A larger expedition than the previous one was accordingly planned, and nearly all the passengers volunteered to go.

The number of arms on board was unfortunately very small, and hardly any were to be left in the ship. The expedition was started at four in the morning, to be absent till the return of the day. The chief officer, the captain, and the steward of the ship, were the only ones who had got into the hands of a friendly party.

The learned Judge in summing up said this was a case of great importance, but he thought the guiding principle were not many.

The nature of the complaint was that three of the defendants combined together to injure the plaintiff, and that they did injure him. If the injury was effected by unwise representations, it was not the fault of the parties for the defendant.

Henderson said it ought to be signed that nothing could be doubted; and it was anticipated that relief must come to the ship almost at once. No further disappointment occurred, and just at dusk in the same day the white sail of a large Arab "fow" was seen bearing down upon the unfortunate steamer. The enthusiastic welcome of the chief officer, the rapid transfer of 20 bags of dirty coal bags to the hold of the ship, the buzzard of the ship's company, and the first steamship which was noticed stealing out of the harbor, are not difficult to conceive. Never we dare say, was genuine happiness unconsciously felt by a large and mixed company. One or two on board who were behind the scenes knew that a real danger had been avoided. For new had just been brought from the walking party, who had got into the hands of a friendly party, narrating their own experiences, as warning the ship's company, not to go ashore again.

The Hill Arabs had formed a plan for overpowering the ship. The feluccas

Insurances.

PACIFIC INSURANCE COMPANY, OF SAN FRANCISCO, CALIFORNIA.

LOSSES payable without extra charge in SAN FRANCISCO, NEW YORK, LIVERPOOL, or LONDON.

MERCHANDISE with average accepted at current rates.

1. SAILING VESSELS.

OVERLAND HAILEAD.

Risks Free of Particular average accepted from SAN FRANCISCO to any city in the UNITED STATES not south of ST. LOUIS, by RAIL, at our half per cent.

RUSSELL & CO., Agents.

Hongkong and Shanghai.

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In addition to usual brokerage, this Association returns to the assured Twenty per cent. of its yearly profits, divided pro rata to the net premium contributed.

RUSSELL & CO., Secretaries.

1869 Hongkong, 2nd March, 1870.

KANG-TZE INSURANCE ASSOCIATION OF SHANGHAI.

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RUSSELL & CO., Agents.

Hongkong and Shanghai.

COPAGNIE LYONNAISE D'ASSURANCES MARITIMES.

Société anonyme à capital de 6,000,000 francs sans dividende.

THIS COMPANY being associated for purposes of Marine Insurance in the Far East, with the CIE FRANCAISE.

LLOYD FRANCAIS, Capital of 6,000,000 francs.

OFFICE TO THE ASSURED OF THE SECURITY OF A COLLECTIVE.